

REMARKS

1. Claims 1 and 10 have been canceled.
2. Claim 2 has been rewritten to include all of the limitations of the original claim 1 (now canceled).
3. Claim 8 has been amended to depend from claim 2, not the original claim 1 (now canceled).
4. Claim 11 has been rewritten to include all of the limitations of the original claim 10 (now canceled).
5. The preamble of claim 18 has been amended to change "An outrigger assembly" to "An outrigger assembly of a boat."
6. A clean copy of the list of claims, as amended, begins on the following page.

2. A boat, comprising:
 - a primary deck;
 - a plurality of support assemblies connected to a lower surface of the primary deck, the plurality of support assemblies being capable of assuming one of an extended position and a retracted position; and
 - a plurality of inflatable pontoons connected to the plurality of support assemblies, wherein:
 - the plurality of support assemblies, when assuming the extended position, and with the plurality of inflatable pontoons inflated, is capable of supporting the boat on water; and
 - the boat, with the plurality of support assemblies assuming the retracted position, and with the plurality of inflatable pontoons deflated, is capable of being transported on a trailer, wherein each support assembly comprises a plurality of outrigger assemblies extending outward from sides of the boat, each outrigger assembly capable of being configured in one of a retracted condition and an extended condition.
3. The boat as set forth in claim 2, further comprising a plurality of parallel rods disposed substantially perpendicular to and underlying the plurality of outrigger assemblies.
4. The boat as set forth in claim 3, further comprising restraining material underlying the plurality of outrigger assemblies and overlying the plurality of inflatable pontoons.
5. The boat as set forth in claim 2, wherein each outrigger assembly comprises:
 - a first hollow tube secured to the lower surface of the primary deck;
 - a second hollow tube aligned with the first hollow tube, the second hollow tube being rotatably secured to the first hollow tube; and
 - a support bar slidably disposed within the first and second hollow tubes.

6. The boat as set forth in claim 5, wherein:
 - the first hollow tube comprises a first beveled end;
 - the second hollow tube comprises a second beveled end capable of mating with the first beveled end; and
 - the support bar comprises a third beveled end oriented at a nominal right angle with the second beveled end.
7. The boat as set forth in claim 6, wherein:
 - the support bar is capable of sliding inside the first and second hollow tubes to a position clear of the first hollow tube;
 - the second hollow tube is capable of being rotated to a retracted position when the support bar is clear of the first hollow tube; and
 - the support bar is capable of being moved to a position in which the third beveled end mates with the first beveled end when the second hollow tube is in the retracted position, whereby the second hollow tube is locked in the retracted position.
8. The boat as set forth in claim 2, further comprising:
 - a foldable main deck rotatably secured to the primary deck; and
 - at least one foldable wing deck assembly rotatably secured to the foldable main deck .
9. The boat as set forth in claim 8, wherein the at least one foldable wing deck assembly comprises:
 - a wing deck; and
 - a plurality of wing deck outriggers secured to the wing deck.
11. A method, comprising:
 - providing a boat having a primary deck;
 - providing a plurality of support assemblies connected to an underside of the primary deck;
 - providing a plurality of inflatable pontoons connected to the plurality of support assemblies;

extending the plurality of support assemblies and inflating the plurality of inflatable pontoons, thereby rendering the boat usable on water; and retracting the plurality of support assemblies and deflating the plurality of inflatable pontoons, thereby rendering the boat transportable by trailer, wherein the providing of a plurality of support assemblies comprises:

providing, for each support assembly, a plurality of outrigger assemblies connected to an underside of the primary deck; and disposing restraining material between the plurality of outrigger assemblies and the plurality of inflatable pontoons.

12. The method as set forth in claim 11, wherein the providing of a plurality of outrigger assemblies comprises:

providing, for each outrigger assembly, a first hollow tube having a first beveled end, the first hollow tube being connected to an underside of the primary deck;

providing, for each outrigger assembly, a second hollow tube rotatably secured to and aligned with the first hollow tube, the second hollow tube having a second beveled end; and

providing, for each outrigger assembly, a support bar slidably disposed within the first hollow tube and within the second hollow tube, the slidable support bar having a third beveled end oriented at a nominal right angle with the second beveled end.

13. The method as set forth in claim 12, wherein the extending comprises:

sliding the support bar in each outrigger assembly to a position within the second hollow tube, whereby the support bar is not in contact with the first hollow tube;

rotating the second hollow tube to an extended, nominally horizontal position;

locking the second hollow tube in the extended, nominally horizontal position; and

inflating the plurality of pontoons.

14. The method as set forth in claim 13, wherein the locking comprises sliding the support bar to a position whereby a first substantial portion of the support bar lies within the first hollow tube and a second substantial portion of the support bar lies within the second hollow tube.
15. The method as set forth in claim 12, wherein the retracting comprises:
 - sliding the support bar in each outrigger assembly to a position within the second hollow tube, whereby the support bar is not in contact with the first hollow tube;
 - rotating the second hollow tube in each outrigger assembly to a retracted position; and
 - locking the second hollow tube in each outrigger assembly in the retracted position, thereby locking the second hollow tube in the retracted position.
16. The method as set forth in claim 11, further comprising substantially surrounding the plurality of pontoons with the restraining material after deflating the plurality of pontoons.
17. The method as set forth in claim 11, wherein the providing of a boat comprises:
 - providing a foldable main deck rotatably connected to the primary deck;
 - and
 - providing at least one foldable wing deck assembly rotatably connected to the foldable main deck.
18. An outrigger assembly of a boat comprising:
 - a first hollow tube having a first beveled end;
 - a second hollow tube aligned with and rotatably secured to the first hollow tube, the second hollow tube having a second beveled end capable of mating with the first beveled end; and

a support bar slidably disposed within the first hollow tube and the second hollow tube, the support bar having a third beveled end oriented at a nominal right angle to the second beveled end.

19. The outrigger assembly as set forth in claim 18, wherein the outrigger assembly is capable of being configured in one of an extended and a retracted position and wherein:
 - the first hollow tube assumes a reference position;
 - the second hollow tube assumes a position nominally perpendicular to the reference position with the support bar disposed substantially within the second hollow tube when the outrigger assembly is configured in the retracted position; and
 - the second hollow tube assumes a position nominally aligned with and extended from the first hollow tube, the support bar being disposed about half within the first hollow tube and about half within the second hollow tube when the outrigger assembly is configured in the extended position.
20. The outrigger assembly as set forth in claim 19, wherein the third beveled end mates with and makes contact with the first beveled end when the outrigger assembly is configured in the retracted position, the contact essentially locking the outrigger assembly in the retracted position.

If Examiner has questions concerning this case, please direct any inquiries to Art Carlson at 623-505-3523.

Respectfully submitted,

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